

SWELLEST AND NOBBIEST COATS OF THE SEASON

At \$8.50, \$10, \$13.50, \$15, \$15.50 Up to \$48.50.

If you desire to see every style of coat introduced this season before you make your selection come to McKnew's—an almost limitless variety in every possible price from \$8.50 to \$48.50.

Here is an excellent value in a Black Pebble Cheviot Coat, lined with satin shadings, only \$8.50

Smart Black Cheviot and Kersey Cloth Coats in reefer and box-front styles—satin lined—only \$10

A SPLENDID LINE OF CHILDREN'S REEFERS, BOX COATS AND CAPE COATS, AT \$2.50 UP.

Best Suit Season in the History of This House.

Never had so many good values to offer before in stylish Tailor-made Gowns—and we can show you such a variety from which to choose that we are sure to satisfy the most particular dressers.

SMART GRAY SUITS AT \$14 TO \$22.50.

BLACK CHEVIOT SUITS AT \$14 TO \$28.

ELEGANT CAMELS' HAIR CHEVIOT SUITS, \$18.50 AND \$25.

SUPERB BROADCLOTH SUITS AT \$15, \$20, \$22.50.

See the Bargain Table of Notions on first floor for Monday only.

Wm. H. McKnew, 933 Pa. Av.

General D. C. Agents for the Dr. Jaeger Sanitary Underwear.

Sole D. C. Agents for Centurion Gloves.

C. A. Muddiman, 12th & G. F. W. Buddecke.

Full Stock. Bottom Prices.

Gas and Oil Heaters.

We are fully prepared to fill any want—have an extended variety. Our stock consists of the best makes, purchased upon long experience. We guarantee the most economical and highly satisfactory results. We print only a few as samples:

The famous Miller Oil Heater, made with great care, will heat large room without additional gas—only \$3.75

The B. & H. Oil Heater—holds 3 quarts, burns 8 hours—ditchable front—mount north burner—finely made—first-class heater—only \$2.95

Pepper and Salts, Bargains . . . 4c. set. Andirons . . . \$1.10 Coal Grates . . . \$3.00 Gas Logs . . . \$7.00

Lamps.

The E. M. or B. & H. Wick, latest improved burners—easy to fill, wick, etc. Every improvement. Complete, with shade, only \$1.75

Beacon Drop Lights . . . 85c.

Banquet Globes, 45c. up. Chandeliers, \$2.50 up. Portable Gas Lights. Cozy Corner Lamps . . . \$1.20 Gas Globes, on bargain counter . 20c. to 16c. Sconces . . . \$2.45

C. A. Muddiman & Co., 1204 G St. 616 12th St.

Christmas Money Should Not Be Spent For Furniture.

In less than a month from now you will wonder why you didn't look farther ahead and save more money for holiday buying. Buy the Carpets and Furniture here—and pay for them a little at a time—weekly or monthly. The payments will be so small that you will never miss the money. We sell only the very best and most reliable grades of everything—and every price is marked in plain figures. We make, lay and line all Carpets free of cost. No charge for the two or three yards that are wasted in matching figures. Your credit is GOOD.

CREDIT

GAHAN'S MAMMOTH CREDIT HOUSE, 817-819-821-823 Seventh Street, Bet. H and I Sts. N.W.

MAINE HERO A SUICIDE.

"Brave Bill" Anthony Dies in a New York Hospital.

A dispatch from New York yesterday says: William Anthony, better known as "Brave Bill" Anthony, died at the Presbyterian Hospital yesterday, half an hour after he had swallowed a quantity of cocaine at one of the Central Park entrances. He was the man who, on February 15, 1898, when the battleship Maine was blown up in Havana harbor, reported to Capt. Sigbee in the famous words:

"Sir, I have the honor to report that the ship has been blown up and is sinking."

On his return to this country Anthony was accorded receptions everywhere. He received many invitations from cities to be their guest. For months he traveled over the country, being accorded the honors of a hero. When his leave of absence was ended Anthony was promoted to be a sergeant of marines, and was detailed at the Brooklyn navy yard.

In one of his pockets was found a letter written by him to his aunt, which stated that he was discouraged and disconsolate, and was going to end it all. Among the other articles found was a picture of his one-month-old child, on the back of which was written: "Bury this with me." Spanish-American war medal, such as all the survivors of the battleship Maine received, was also found.

Men's Meeting.

Special interest attaches to the men's meeting at the Young Men's Christian Association tomorrow afternoon at 4 o'clock. The meeting is to be led by Rev. J. G. Butler, D.D., pastor of the Lutheran Episcopal Church, who was one of the original members of the association at its organization in 1852. This fact is an evidence of the interest which Dr. Butler has always taken in institutions and associations in the capital city during his remarkable pastorate of fifty years. Mr. Charles B. Clark will lead the singing.

Rapid Transit Method.

James Smith was arrested by Detective Higgins this morning, at 11:15 o'clock, while begging on the street northwest. He was at once arraigned before Judge Kimball, and within twenty minutes after being taken into custody was on his way to the work house, under commitment for fifteen days.

PLANS OF NEW TURBINE PROPELLED TORPEDO BOAT "VIPER."

WONDERFUL SPEED

What is Claimed for the New British Torpedo Boat Destroyer.

AT LEAST FORTY MILES AN HOUR

This is Made Possible by the Use of Turbine Engines.

STRENGTH AND LIGHTNESS

(Copyrighted by the S. S. McClure Co., 1899.)

Special Correspondence of The Evening Star.

NEWCASTLE-UPON-TYNE, Nov. 20, 1899.

In the yellow waters of the Tyne now lies an unpretentious-looking craft which is practically certain within the next few days to win the distinction of being the fastest steamship ever constructed. She is a naval vessel, her masterly torpedo boat destroyer Viper. She has been built by the Parsons Marine Steam Turbine Company, of which the Hon. Charles A. Parsons, the originator of the turbine engines, is managing director. If she fulfills the expectation of Mr. Parsons and the experts of the British admiralty office she will bring about an important change in the construction of torpedo boat destroyers. Therefore the interest of naval men in all parts of the world is centered upon the boat and upon her impending trial trip.

The Viper is the first vessel of any practical importance to be built on the turbine principle. It is true that the turbine engine has been used in the past, but it has hardly more than a toy boat. She was built as an experiment, to prove the feasibility of the turbine for marine propulsion. What Mr. Parsons learned from the Viper has been embodied in practical form in the Viper.

In external appearance the new boat does not differ greatly from others of her class now in use. Her four short wide funnels suggest a tremendous draught across her fire funnels. Her lines are clean and her fast steam yacht. She has a turtle-back protective deck forward, where the wash of the waves will come when she strikes a forty-mile gale. Otherwise she does not differ from her sister ships of less speed. Her length is 210 feet, her beam twenty feet, her draught seven feet and six inches, the latter an evidence of the lightness of her working machinery. Her displacement in fact is only 325 tons.

In internal arrangement, however, the Viper is very different from the ordinary vessel of her class. Her boilers are much larger, her engines and shafting much smaller, and the whole working mechanism of the boat seems much more simple than that of the ordinary steam vessel.

How the New Boat Works.

To understand the operation of the new vessel it will be necessary to explain briefly the turbine engine on which her claims to superiority rest. In ordinary engines of the reciprocating type, such as are used generally in steamships, the steam passes from the boilers through cylinders of high and low pressure, and thence is applied to the shafts which drive the vessel by means of pistons. In applying the power the motion is changed from the vertical motion of the piston back to the revolving motion of the shafts. The same thing may be observed any day by watching a piston rod that drives the wheels of a locomotive.

By this method of applying the power the piston changes its direction with every revolution of the machinery it drives, and this continual change of direction with the piston of the engine causes the vibration which is always present in this method of driving machinery.

The Turbine Engine.

In the turbine engine, which Mr. Parsons has perfected after fifteen years of experimental work, the steam is applied directly to the shaft which it drives. There are no cylinders and no pistons. The only gear used is carried by the shaft itself and by the chest which incloses it.

This gear consists simply of hundreds of small steel blades projecting from the shaft inside the chest and fixed at such an angle that the steam as it enters the chest exerts its power against them and turns the shaft. Similar blades are fixed to the inner walls of the chest in a stationary position. These stationary blades, in turn, revolve in the opposite direction in order to turn the full force of the steam directly upon the latter. The steam passes through the chest strikes the face of the hundreds of little blades and turns the shaft. The action is the same as that of a turbine in a water turbine water wheel. The device seems simplicity itself, although it has taken fifteen years of experimental work on the part of Mr. J. Parsons to bring about a successful application to steam propulsion.

It is easy to see that by applying the steam in this manner so that the motion is steadily in one direction the highest rate of speed is possible than could be obtained even with the best appliances under the reciprocating system. In fact, the only limit of speed is the amount of steam power that can be applied. The turbine's screws were run at 2,500 revolutions per minute, which is ten times the rate attained in vessels of the ordinary type.

Another advantage of the turbine system is that it utilizes practically the whole power of the steam. As the steam travels away from the boilers it constantly expands, of course, and therefore exerts less pressure to the pistons. As the turbine expands the size of a shaft's collar and of the blades which it carries the same number of revolutions per minute may be obtained from steam at a lower pressure. In the turbine they passed through three of these phases, beginning with a pressure of 25 pounds to the square inch, and emerging with a pressure of less than a pound, while by the arrangement described the three shafts all revolve at the same speed.

Enormous Steam Power.

The turbine has three propellers, all driven by one set of engines. The Viper carries a double set of engines—port and starboard—each working two propellers. The horse power of her engines is 10,000 (in reality it is probably more than that) against the 2,000 horse power of the turbine, and she is expected to make something like forty knots an hour, considerably surpassing the turbine's record of thirty-five knots.

The Viper has boilers one-fifth larger than those of the ordinary torpedo boat of her size; they are nearly 200 feet of additional heating area. When one reflects that by using turbines 20 per cent increased efficiency is obtained from the steam, it can be seen that in a matter of available steam power the Viper possesses an immense advantage over other ships. Another factor which adds to this advantage is her extreme lightness; her tonnage is a third less than that of other destroyers of her dimensions. She has twice the horse power of the turbine-knife boats to drive less body weight. Certainly that makes the claim of superior speed look reasonable.

From the Viper's boilers the steam passes to two high-pressure cylinders, which drive the two outer propeller shafts. From there it is conducted to two low-pressure cylinders, which drive the inner propeller shafts. The steam should be borne in mind, do not project below the stern of the vessel. They leave the engine room at a slight downward angle, which carries them further below the surface than would be possible if they extended directly astern, and gives them a head of water which light draft of the vessel would otherwise prevent. The forward screws are some thirty feet ahead of the stern. By thus separating the screws

ON ALL of these accounts the result of the Viper's trial trip will be looked upon with the keenest interest by all naval men. If she proves a success it will mean that all the torpedo boats and torpedo boat destroyers in existence today, representing investments of hundreds of millions on the part of different governments, are put out of date by a very small vessel. The Viper, such boats lies in being able to outrun and outmaneuver all other crafts. As soon as this superiority disappears their usefulness is gone.

There is no reason to doubt that the Viper will prove a success. Her builder is a secondarily confident. Moreover, she has had without reason, that within ten years all steamers traveling busy passenger routes and making short journeys—such as cross-channel and coast boats—will be driven by turbine motors.

The British government, too, seems to have confidence in the new boat, for she has been built on the same plans. Evidently the English naval experts believe that the Viper is a success. The British government desire to be first in the field in securing representatives of it.

RETAIL LICENSES GRANTED.

Action of Excise Board at Meeting Held This Morning.

There was a meeting of the excise board held this morning, at which 100 applications for renewal of liquor licenses were considered. Only three cases were held up for further investigation. The cases were as follows: L. M. McMillen, 1700 Pennsylvania avenue northwest; Ernest C. E. Ruppert, 1244 Pennsylvania avenue northwest; Jeremiah Mackessy, Massachusetts avenue near F street northwest; Augustus Willige, 2200 Pennsylvania avenue northwest; Jno. E. Whalen, 1213 7th street northwest; Jas. J. O'Donnell, 133 H street southeast; Jas. R. Keenan, Hotel Gordon, 1213 7th street northwest; J. J. Dugan, 600 4th street southwest; Leo F. Zwissler, 404 Louisiana avenue northwest; Dan. A. Driscoll, 1303 7th street northwest; Thos. T. Luckett, 408 Pennsylvania avenue northwest; E. J. H. Hoffman, 1213 7th street northwest; Dugan, 700 1st street southwest; Frank Mann, 453 Pennsylvania avenue northwest; Christopher Hager, 1332 2nd street northwest; E. J. H. Hoffman, 1213 7th street northwest; L. M. 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